Roundabouts: Traffic and Pedestrian Safety

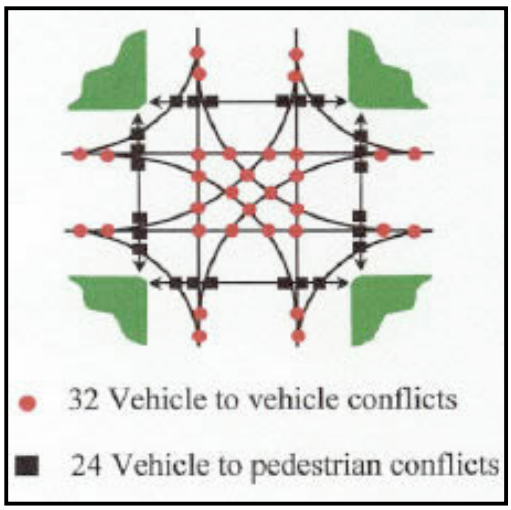
"Modern roundabouts are the prettiest and safest form of traffic control in the world. Roundabouts slow all vehicles and provide refuges for pedestrians."

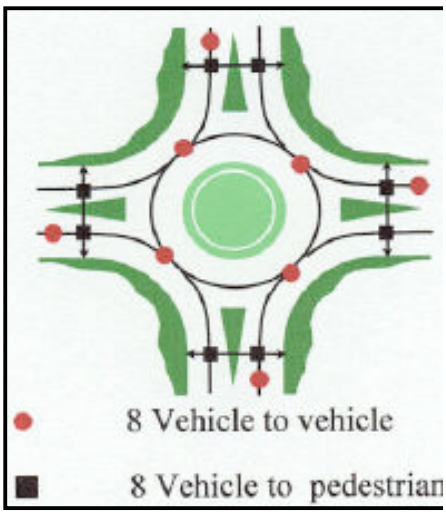
--roundabouts.net

Pedestrian and Multiuse crosswalks

Roundabouts are very pedestrian friendly. The splitter islands provide a space for pedestrians in the middle of each crossing. Therefore, pedestrians only need to cross one direction of traffic at a time. The pedestrian crosswalks are set at least one full car length back from the yield line. That way, pedestrians do not have to cross in front of drivers that are looking for their gap in traffic. Experience has shown that the stopped vehicle one car length back from the yield line is more aware of pedestrians.

Roundabouts create 75% fewer opportunities for vehicle to vehicle conflicts





BICYCLE NOTE:
The proposed roundabouts in Kings Beach will include bypasses for on-street bike riders.

Why Roundabouts?

SAFETY: Fewer Vehicle Conflict Points and Lower Speeds → Reduced Number and Severity of Accidents

•EFFICIENCY: Better Able to Handle Hourly and Seasonal Variation in Traffic Demand
- –Fewer Delays
- –Reduced Air Pollution and Fuel Usage
- –Higher Capacity (Vehicles Close Together)

•COST: Lower Maintenance Costs, No Electric Lights

•POLLUTION: Less Truck Noise and Air Pollution

•BEAUTY: Trees, Landscaping, or Fountains Can Create Gateway to Community

•PEDESTRIANS: Splitter Islands Provide Refuges, Fewer Conflict Points, Slower Traffic, Easy to Use

According to the Insurance Institute for Highway Safety, modern roundabouts reduce motor vehicle crashes. Their July 2001 Status Report noted "most serious kinds of crashes at conventional intersections are virtually eliminated by roundabouts…Crashes that do occur tend to be minor because traffic speeds are slower." The study reviewed 24 intersections around the U.S. that have been converted from stop signs or traffic signals to modern roundabouts. **At those intersections, all crashes were reduced by 39%. Serious crashes were reduced by 76%. At the time of the study, there had been no fatalities at any of the new roundabouts. So, the study estimates that fatal or incapacitating injuries will be reduced by 90% at those intersections**.